

2021 Lake George Aquatic Invasive Species Prevention Program

A Trailered Boat Inspection Program

Final Report



**Lake George
Park Commission**

Table of Contents

Executive Summary.....	3
Table 1: Boat Inspection Program Summary - By the Numbers	4
2021 Program Description	5
COVID-19 Impacts on Boat Inspection Operations.....	5
Inspection Site Staffing	6
Launch Management and Controls.....	6
Operations at DEC launches.....	7
Management Efficiencies: “Lake George Only” Boats	7
Trout Lake	8
Program Cost, Funding, and Partners	8
<i>Program Expenses</i>	8
<i>Program Funding</i>	10
2021 Inspection Program Results	10
Program Compliance.....	11
Conclusions	12
Additional Acknowledgements	13
Appendices.....	14

Executive Summary

After eight years and almost a quarter-million (247,812 to be exact) boat inspections, no new aquatic invasive species have been discovered in Lake George.

This is perhaps the most profound statement that can be made regarding this landmark program. The Lake George Park Commission's Mandatory Boat Inspection Program was created in 2014, in response to recent introductions of two new invasive species (Asian clam in 2010 and Spiny waterflea in 2012). While this program is operated and administered by the Park Commission, it exists thanks to an extraordinary alliance between State and local partners who fund 100% of the cost of the program, eliminating any cost to the boaters coming to Lake George.

The 2021 boat inspection season on Lake George began April 15th and operated through December 15th. The season was extended from the usual May 1st to October 31st to provide added spread prevention protection as well as data collection opportunities. During 2021, vessel inspection technicians processed 34,953 boaters through the six regional inspection stations. Of that number, 9,988 received full entrance inspections, 13,916 received inspections after exiting Lake George (to ensure that no invasives from Lake George are exported to other waterbodies), and 11,049 boats arrived at the inspection stations with an inspection seal already in place (mostly boats returning to Lake George after getting an exit seal).

In 2021 the season, 113 boats transported visible invasive species to Lake George. Twelve of these 113 boats were found to have two different invasive species on them during inspection. The invasive species found were primarily Eurasian watermilfoil, Zebra mussels and Water Chestnut, and those boats were cleaned prior to their launch into the lake. Other very concerning invasives found during the inspections this year include Quagga Mussels, Brittle Naiad and Hydrilla, which could massively alter lake's ecology if introduced into the lake and established.



Approximately 10.1 percent of boats receiving an inspection did not meet the “clean, drained, and dry” (CDD) standard of the program and required decontamination prior to launch into Lake George. Vessels not meeting the CDD standard are a risk to the lake, as water in bilges and motors can carry invasive species. We are always striving to educate boaters about the importance of bringing clean vessels to Lake George, and the goal is to reduce the number of decontaminations required by having people take steps on their own to ensure they are clean, drained, dry and ready to be launched.

We thank our state and local partners who provide the funding for the cost of this program, including the State of New York, the Warren County Board of Supervisors, the Village of Lake George, the Towns of Bolton, Queensbury and Lake George, and the Lake George Association.

For a full overview of the program's creation, planning and logistics please refer to the Lake George Aquatic Invasive Species Prevention Plan / Environmental Impact Statement on the Commission's website at lgpc.ny.gov/lake-george-boat-inspections.

Table 1: Boat Inspection Program Summary - By the Numbers

	2014	2015	2016	2017	2018	2019	2020	2021	Total
Total inspection sites	6	7	7	7	7	6	6	6	6
Total boater contacts (entrance, exit)	20,229	27,852	31,128	31,335	32,019	33,146	37,150	34,953	247,812
Entrance inspections without VICS seal	10,351	10,247	10,506	10,869	10,617	9,223	10,638	9,988	82,439
Exit inspections	5,960	9,949	12,259	12,588	13,447	13,639	15,049	13,916	96,807
Returning boats with seals	3,918	7,656	8,363	7,878	7,955	10,280	11,463	11,049	68,562
Number of boats decontaminated	1,264	1,631	1,920	1,869	1,601	1,438	1,185	1,004	11,912
Average boat inspection time	5 minutes	5 minutes	5 minutes	5 minutes	5 minutes	5 minutes	5 minutes	5 minutes	5 minutes
Average boat decontamination time	9 minutes	9 minutes	9 minutes	9 minutes	9 minutes	9 minutes	9 minutes	9 minutes	9 minutes
Highest total number of inspections conducted in one week	1,703	1,949	2,375	2,287	2,692	2,598	2,774	2,425	N / A
Highest # of decons conducted in one week	118	148	163	182	148	133	109	87	N / A
Percentage of inspections requiring decontamination	12.0%	16.0%	18.0%	17.3%	15.0%	15.6%	11.1%	10.1%	14.38%
Number of boats with visible plant matter present	232	154	127	244	328	287	315	223	1910
Number of boats with visible invasive species present	165	106	109	110	149	146	171	113	1069
Percentage of boats with visible invasive species present	1.60%	1.03%	1.04%	1.01%	1.40%	1.58%	1.61%	1.13%	1.30%
Number of distinct waterbodies boaters came from prior to Lake George	457	432	477	449	N/A	390	379	555	N / A
Total number of staff at peak season	55	53	48	48	43	50	50	55	N / A
Total number of decontamination units	9	9	9	9	9	9	9	9	9
Number of public and commercial launches on Lake George	47	47	47	47	47	47	47	47	47
Total operational cost	\$668,537.00	\$596,486.43	\$546,914.40	\$555,883.85	\$539,587.30	\$574,460.61	\$550,049.98	\$642,370.73	\$4,674,290.30
Total cost of seasonal staff	\$548,078.00	\$482,443.00	\$434,858.35	\$441,162.11	\$422,846.33	\$467,907.27	\$429,216.56	\$504,862.06	\$3,731,373.68
Cost of LANDA equipment (purchased over 3 years)	\$204,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$204,000.00
Cost to boater for inspection / decontamination	\$0/\$0	\$0/\$0	\$0/\$0	\$0/\$0	\$0/\$0	\$0/\$0	\$0/\$0	\$0/\$0	\$0/\$0
Staffing cost savings compared to previous year (negative numbers indicate increased costs)	N / A	\$65,635.00	\$47,584.65	-\$6,303.76	\$18,315.78	-\$45,060.94	\$38,690.71	-\$75,645.50	\$43,215.94

2021 Program Description

The Lake George boat inspection program is administered from May 1st through October 31st of each year, at six regional inspection stations located around the lake in locations convenient to boaters. Decontamination of boats not meeting the required 'Clean, Drained, Dry' standard is performed by using high pressure, hot water. No chemicals are used in the decontamination process. Inspection data is collected on paper logs and then uploaded electronically for review. Any visible plant or animal materials found during an inspection are collected and sent to the Lake George Association for identification.

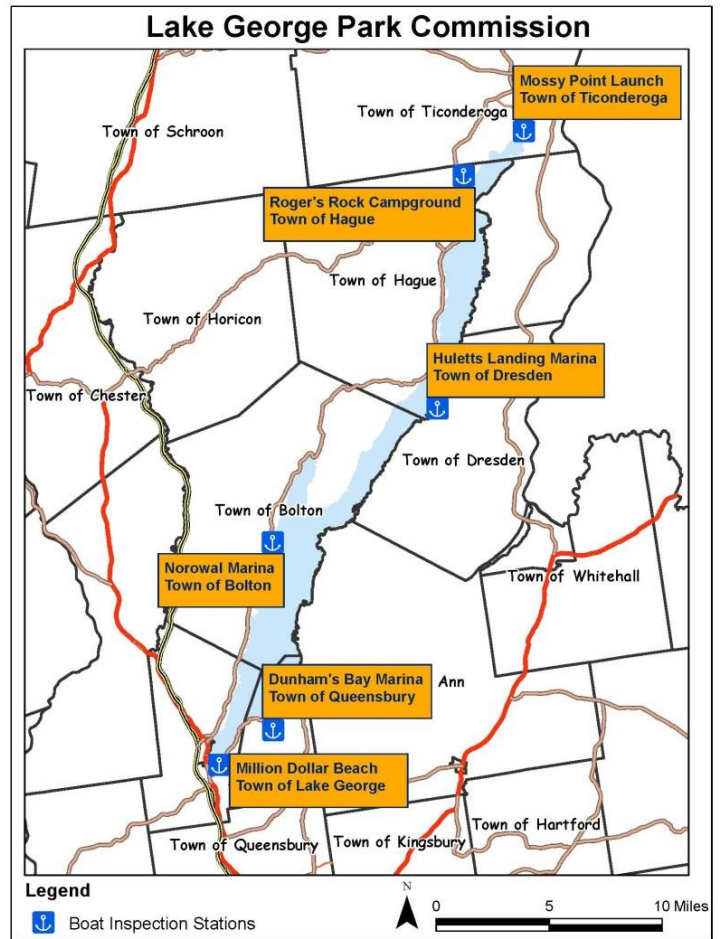
This year, the Lake George Park Commission continued its partnership with the NYSDEC, Adirondack Watershed Institute, and other boat inspection programs in the use of the Watercraft Inspection Steward Program Application (WISPA) database, created and managed by the NYS Natural Heritage Program. This software application is used to collect the information recorded during the boat inspection process and store it for later processing and reporting. Using this program allows the LGPC to easily share the data recorded on Lake George with other aquatic invasive species spread prevention program partners. The Commission also benefits by gaining access, at no cost, to a more powerful data collection and processing system than the simpler SNAP Mobile software we previously utilized for this program.

For more details on the inspection, decontamination, and boat sealing processes, please refer to the "Lake George Aquatic Invasive Species Prevention Plan and Generic Environmental Impact Statement" on the Commission website. (lgpc.ny.gov/invasive-species-prevention)

COVID-19 Impacts on Boat Inspection Operations

COVID-19 continued to present challenges in 2021, however fewer of them. The Commission already had protocols in place from the 2020 season and had supplies of PPE and sanitizer on-hand. Many of the Vessel Inspection Technicians were vaccinated prior to the start of the season, reducing the risk of serious illnesses affecting the ability to staff inspection stations.

Certain aspects of the boat inspection program remained modified to reduce the risk of COVID-19 exposure for both the public and inspection staff. Vessel sanitary inspections were not performed. Vessel registrations, which were not sold in



person in 2020, were in 2021. Boaters were asked to stay in their vehicles unless instructed differently by inspection staff.

The Commission spent roughly \$7,300.00 on COVID-19 related purchases. This includes PPE, sanitation equipment, and outhouse and hand wash station rentals for all sites that were not for public use. See Table 2 for detailed program expense information. Fortunately, there was only one COVID-19 infection among the inspection staff.

Inspection Site Staffing

All inspection stations were open 7 days a week during the peak boating season. Hours of operation were adjusted in the shoulder seasons (May 1st -June 25th, September 6th – October 31st) based on launch activity from 2014-2020, weather conditions, and local events such as fishing tournaments and regattas. As expected, Fridays through Sundays were the busiest days requiring at least three or more Inspectors on duty at most sites (Figure 5). Days of operation were reduced at the Dunham's Bay site after Labor Day because of decreased activity. The Commission staffed Mossy Point, Roger's Rock, Norowal, and the Million Dollar Beach sites from April 15th to December 15th (the regulatory season begins May 1st and ends November 1st). These sites were staffed with a single inspector to perform visual inspections of vessels coming through the popular DEC launches. Due to freezing temperatures, the decontamination equipment was not available for use after November 22nd.

Staffing Services Provider

Global Employment Services, Inc. (GES) continued to provide staffing and payroll services under contract this year for the Commission's boat inspection program. This firm is responsible for providing staffing of all Vessel Inspection Technician positions, liability, and worker's compensation insurance. Commission staff works directly with GES management on the selection and hiring of program personnel. Operational oversight of all seasonal staff falls under the direction of the Commission's Operations Supervisor III and Trades Generalist. The Commission's contracted staffing provider is selected through an open competitive bidding process at the end of each contract period.

Launch Management and Controls

There are three types of launches on Lake George: Public (State and Municipal), Commercial (marinas and motels), and Private (Homeowners Associations and individual homeowners). In total there are more than eighty locations on Lake George where a trailered boat can be launched, all of which require oversight and control. The Commission has executed Launch Agreements with each of these facilities to ensure compliance with the regulatory program. Each Launch Agreement requires the recording of all launches and retrievals of vessels, and the securement of the launch during off hours.

Operations at DEC launches

Historically, Rogers Rock and Mossy Point state-owned launches on Lake George have been open to the public at all times. The Million Dollar Beach is administered as a day-use site and closes at night during the peak boating season. During the off hours when the Commission's inspection facilities were closed, boaters could demonstrate compliance with the regulations by signing into a launch register, removing their VICS and placing it into a secure lockbox provided at the inspection site. When inspection technicians arrived at the launch in the morning, the seals were recovered from the night drop box, and these seals were compared with the number of vessel trailers in the parking lot. Any discrepancies between seals and trailers in the lot were researched to ensure compliance.

Beginning after the Labor Day weekend, 2019, the DEC began closing gates installed at the Mossy Point and Roger's Rock launches to secure those launches and reduce the risk of AIS introduction by a watercraft launched without having been inspected. The Commission continued this practice at all three State launches in the 2020 and 2021 seasons and worked with the DEC to develop a schedule for Inspection Station operations at those sites to allow for early opening and later closing. This allowed for continued access to the lake while increasing launch security. This increase in hours of operations also increased total staffing costs.

In partnership with the lake protection groups, the Commission staffed the Mossy Point, Roger's Rock, and Million Dollar Beach inspection stations from April 15th to December 15th. These sites remain in use by the boating public until winter weather sets in. This extended staffing, beyond the regulated boating season, added \$41,007.01 to the total staffing expenses which was covered by additional contributions from program funding partners.

In total, 863 inspections were performed outside the regulated season. Of those 863 vessels, 511 were inspected between April 15th and May 1st. Of the 511 April inspections, 107 (20.9%) had inspection seals in place, 40 (7.8%) were launched by haulers, 201 (39.3%) arrived needing inspection, three of those needed decontamination, and 163 (31.9%) were vessels exiting Lake George. The three decontaminations were for two vessels that failed the CDD standard and one vessel with visible zebra mussels on the hull. During November and December 352 inspections occurred. Of those, 52 (14.8%) had inspection seals in place, 61 (17.3%) arrived needing inspection, and 239 (67.9%) were vessels exiting Lake George. No decontaminations were necessary between November 1st and November 22nd when the decontamination equipment was winterized. See figures 7a and 7b for detailed information.

Management Efficiencies: "Lake George Only" Boats

In preparation for the Lake George AIS regulations, it was recognized that a significant portion of the regulated constituency are boats that are stored locally and only used on Lake George. In consideration of this, the Commission organized programs that would allow these boats to forego the inspection process knowing that they were not a threat to bring new AIS to Lake George.

The Commission continued the management of Residential and Homeowner Association (HOA) launches and local marine services professionals through the use of Launch Agreements and Hauler Agreements, respectively. These

agreements are updated, and Haulers provide new manifests of the vessels under their care, custody and control each season.

When a boat listed within a launch agreement or a hauler manifest travels to another waterbody, it may only be launched into Lake George once it has passed a Commission-sanctioned Cleaned-Drained-Dry inspection and/or decontamination and received a vessel inspection control seal.

Trout Lake

Trout Lake is a small lake in the Town of Bolton which is navigable by trailered vessels, and it is tributary to Lake George. As such, it has been included in the Commission's boat inspection program requirements. Trout Lake currently has no known aquatic invasive species. Including Trout Lake in the AIS program serves to protect both waterbodies from potential ecological and economic damage.

There are no public launches on Trout Lake, but there are several private and HOA trailer launches. The Commission has executed Launch Agreements with Trout Lake launch owners as was done with launch owners/operators on Lake George. These Launch Agreements allow vessels owned by the launch owner and listed on the agreement to be launched into Trout Lake. If the vessel was launched anywhere other than Trout Lake, it must be taken to an Inspection Station, inspected, and if necessary, decontaminated prior to its launch into Trout Lake.

Program Cost, Funding, and Partners

This program exists through generous funding provided through a cost-sharing between the NYS Environmental Protection Fund and through local municipal and nonprofit contributions. Expenses and income are detailed in the tables in this section. To get a better understanding of the program expenses, below are the itemized costs and contributions of the program since 2014.

Program Expenses

Table 2: Direct costs associated with staffing and program administration:

Expense Type	Amount	Amount	Amount	Amount	Amount	Amount	Amount	Amount	Amount
One Time Expenses	2014	2015	2016	2017	2018	2019	2020	2021	Total
Decontamination units (9, see Table 1)	\$204,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$204,000.00
Site Work and Signage	\$49,722.41	\$1,617.00	\$0.00	\$55.00	\$425.00	\$1,257.00	\$250.00	\$0.00	\$53,326.41
Safety/Security (fire extinguishers, lock boxes)	\$1,648.49	\$68.10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,716.59
Radios, Cellphones, tablets, credit card terminals	\$7,155.54	\$2,125.69	\$573.83	\$437.76	\$0.00	\$0.00	\$422.00	\$0.00	\$10,714.82
Inspection site offices (1 in 2015 at MDB)	\$31,627.00	\$7,700.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$39,327.00
Secure Storage Unit Delivery/Set up	\$1,828.62	\$350.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,178.62
Covers for Landas (2 in 2014, 4 in 2015, 2 in 2019)	\$1,500.00	\$3,000.00	\$0.00	\$0.00	\$0.00	\$1,860.00	\$0.00	\$0.00	\$6,360.00
Cloud Setup for Data Reporting	\$251.27	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$251.27
Subtotal	\$297,733.33	\$14,860.79	\$573.83	\$492.76	\$425.00	\$3,117.00	\$672.00	\$0.00	\$317,874.71

Recurring Expenses									
Wash Unit Maintenance & Misc. Parts	\$6,594.44	\$1,445.16	\$3,748.59	\$2,321.50	\$3,950.31	\$408.95	\$521.00	\$10,912.00	\$18,989.95
Training Facility Rental	\$1,093.48	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,093.48
Seals and Wire	\$12,212.40	\$3,094.00	\$10,494.45	\$5,663.00	\$6,625.00	\$8,346.00	\$8,856.35	\$7,168.00	\$55,291.20
Fuel & Truck Maintenance	\$4,983.56	\$3,621.70	\$3,000.47	\$2,794.52	\$2,317.55	\$2,155.69	\$1,708.59	\$2,450.59	\$20,582.08
Advertising/Rack Cards	\$2,077.14	\$1,285.00	\$0.00	\$0.00	\$1,420.00	\$4,038.00	\$1,188.00	\$1,336.50	\$10,008.14
Hardware/Supplies	\$8,028.29	\$865.51	\$1,248.76	\$5,241.47	\$2,797.81	\$2,131.95	\$3,814.43	\$4,300.22	\$24,128.22
Hulett's Landa Parking Rental	\$3,500.00	\$3,500.00	\$3,500.00	\$8,900.00	\$8,900.00	\$8,900.00	\$8,900.00	\$9,000.00	\$46,100.00
Uniforms	\$3,258.99	\$3,770.90	\$3,286.40	\$0.00	\$1,978.90	\$1,688.45	\$4,996.80	\$0.00	\$18,980.44
Subtotal	\$41,748.30	\$17,582.27	\$25,278.67	\$24,920.49	\$27,989.57	\$27,669.04	\$29,985.17	\$35,167.31	\$195,173.51
Monthly Expenses									
Utilities (season total: electrical service, outhouses, landlines, water)	\$4,141.96	\$3,633.24	\$2,783.94	\$3,865.23	\$2,744.73	\$2,787.50	\$8,037.30	\$10,708.67	\$38,702.57
Secure Storage (Annual total)	\$3,321.25	\$3,247.68	\$3,247.68	\$3,831.24	\$3,202.25	\$3,202.26	\$4,743.00	\$4,743.00	\$29,538.36
Cellular Phones (2014: season total; 2015 & 2016: through Nov.)	\$5,819.44	\$1,485.41	\$2,028.88	\$941.00	\$1,073.59	\$1,679.52	\$1,958.04	\$1,970.64	\$16,956.52
Cloud Services	\$269.91	\$269.91	\$269.91	\$269.91	\$269.91	\$0.00	\$0.00	\$0.00	\$1,349.55
SnapSurvey WebHost Service (annual subscription)	\$2,553.00	\$3,350.00	\$4,500.00	\$4,124.00	\$4,124.00	\$0.00	\$0.00	\$0.00	\$18,651.00
Subtotal	\$16,105.56	\$11,986.24	\$12,830.41	\$13,031.38	\$11,414.48	\$7,669.28	\$14,738.34	\$17,422.31	\$105,198.00
Staffing									
Seasonal Staff Labor Cost	\$548,078.47	\$482,433.11	\$434,858.35	\$441,751.04	\$422,846.33	\$467,907.27	\$423,087.53	\$504,862.06**	\$3,725,824.16
Background Checks	\$4,865.00	\$3,050.02	\$2,904.79	\$1,342.18	\$900.18	\$950.07	\$600.03	\$535.23	\$15,147.50
Marina Liability Insurance	\$13,383.00	\$13,800.00	\$14,658.40	\$15,500.00	\$15,500.00	\$5,266.00	\$5,529.00	\$5,319.00	\$88,955.40
Finance charges	\$501.94	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$501.94
Full time Trades Generalist w/ Benefits	\$49,738.05	\$52,774.00	\$55,809.95	\$58,846.00	\$60,511.74	\$61,881.95	\$75,437.91	\$79,064.82	\$494,064.42
Subtotal	\$616,566.46	\$552,057.13	\$508,231.49	\$517,439.22	\$499,758.25	\$536,005.29	\$504,654.47	\$589,781.11	\$4,324,493.42
Summary: Program Annually Recurring Expense	\$674,420.32	\$581,625.64	\$546,340.57	\$555,391.09	\$539,162.30	\$571,343.61	\$549,377.98	\$642,370.73**	\$4,660,032.24
Summary: Program One-Time Up-Front Expense	\$297,733.33	\$14,860.79	\$573.83	\$492.76	\$425.00	\$3,117.00	\$672.00	\$0.00	\$317,874.71
TOTAL Program Cost to Date	\$972,153.65	\$596,486.43	\$546,914.40	\$555,883.85	\$539,587.30	\$574,460.61	\$550,049.98	\$642,370.73**	\$4,977,906.95

* In 2016, Park Ranger salary and benefits were paid for out of the Commission budget, not Inspection Program funding.

** In 2021, the Commission extended its inspection season at the request of project partners, increasing program cost.

Program Funding

Table 3: Staffing and program administration costs incurred by the Commission were shared by New York State and locally based municipal and nonprofit entities:

Source	Funding (For 2021 Annual Program Cost)
Warren County	\$100,000
Village of Lake George	\$35,000
Town of Lake George	\$35,000
Town of Bolton	\$35,000
Town of Queensbury	\$35,000
Fund for Lake George	\$35,000
Lake George Association	\$35,000
NYS Environmental Protection Fund	\$332,370
Total	\$642,370

The Lake George Association administered funds from their New York Aquatic Invasive Species Spread Prevention Program Grant to aid the towns of Putnam and Hague in their efforts to staff the town launches. The Park Commission appreciates the efforts of the Lake George Association, and the Towns of Hague and Putnam for their participation in the control and monitoring of these launches.

2021 Inspection Program Results

The Lake George Park Commission boat inspection program had a total of 34,953 boater contacts in 2021 (Figure 1, see Appendices for all figures and tables referenced henceforth). Approximately twenty-nine percent of these (9,988) were boats arriving at Lake George without a Vessel Inspection Control Seal (VICS), requiring a full inspection (Figure 2). Of those 9,988 trailered boats, 1,004 vessels or 10.1% posed a threat of aquatic invasive species transport and received onsite decontamination (Figures 3a and 3b).

Almost 32 percent of all boater contacts were boats returning to Lake George with a Vessel Inspection Control Seal (Figure 4), meaning they had either already been inspected from a previous visit or they were returning to Lake George following a previous exit inspection. The exit inspection of trailered boats being retrieved from Lake George represents roughly 40% of all boater contacts. This 'exit seal' portion of the program is a tremendous efficiency for the program and for boaters, keeping costs down while ensuring protection of the lake.

During the 2021 season, 223 vessels arrived at inspection stations with visible organisms (plant and/or animal) attached to the vessel or trailer, down 29.2% from last year. A total of 113 of those vessels were confirmed to have one or more aquatic invasive species present, equating to approximately 1.13% of boats arriving at Lake George. (Table 4)

Table 4: Vessels with visible AIS retrieved during entrance inspections since 2014. Note that some vessels have more than one confirmed AIS present.

Species	2014	2015	2016	2017	2018	2019	2020	2021	Total
Eurasian watermilfoil	119	67	69	70	67	71	81	52	596
Zebra mussels	23	20	11	29	48	54	72	48	305
Curly leaf pondweed	13	12	17	5	6	7	8	7	75
Water chestnut	8	7	11	12	28	26	13	17	122
Fanwort	0	0	0	0	0	0	2	0	2
Quagga mussels	0	0	0	0	0	0	1	1	2
Hydrilla	0	0	0	0	0	0	1	1	2
Variable leaf milfoil	0	0	0	1	0	5	0	0	6
Snail	2	0	0	0	0	0	0	0	2
Spiny Waterflea	0	0	0	0	1	0	0	0	1
Rusty Crayfish	0	0	1	0	0	0	0	0	1
Brittle Naiad	0	0	0	0	0	0	0	1	1
Total Collected	165	106	109	117	150	163	178	127	1115

In 2021, boats arriving at Lake George had previously visited 555 unique waterbodies across the United States and Canada. The three most common waterbodies visited prior to coming to Lake George include the Hudson River, Saratoga Lake, and Lake Champlain (Table 6).

As expected, inspection activity is significantly greater during the short “peak” summer season (June 26th-September 5th) compared to the longer shoulder seasons (May 1st -June 25th, September 6th – October 31st). Staffing levels were adjusted in accordance with these trends in activity. Total staff hours for 2021 ranged from 43 to 1,136.25 hours per week throughout the season (Figure 6).

Program Compliance

Program compliance checks are conducted primarily by the Commission’s Marine Patrol. The patrol devoted considerable time to the aquatic invasive species programs in 2021.

The patrol checks ninety-six private launches daily throughout the boating season. This amounts to approximately 6,432 checks on the private launches from July 1st to Labor Day. The Patrol also watches the launches closely during the preseason and postseason to make sure boats are not launched without an inspection. If patrol finds that a boat is being launched or retrieved from a private launch, the officer stops and checks to make sure it is an authorized launch per Commission Regulations. Members of the Patrol also regularly check in with the staff at the inspection stations around the lake to make sure everything is running smoothly at the launches. During August, the Patrol investigated a commercial operation that was quick launching boats without having them inspected. The Commission issued a considerable penalty, and the case was resolved. Other than that, there were no violations for launching without an inspection during 2021.

Marine Patrol Support Activities	Patrol Support Hours
Time at Inspection Sites	85
Time Checking Public & Private Launches	536
Total AIS Time	621

Conclusions

The 2021 season was a bit of a return to normalcy. Boating activity, while still high, returned to levels similar to those seen pre-COVID (compare inspection activity in 2019 to 2021 in Table 1: By the Numbers). It was indeed a busy boating summer on Lake George, with total inspection activity peaking at 2,425 boater contacts in a single week (August 7th to the 13th). The Million Dollar Beach (MDB) site continues to be the busiest inspection station on Lake George with over 40% of all boater interactions occurring at this one site in 2021, due to its low launch cost, accessibility, and parking availability.

This year, the Lake George Park Commission's Boat Inspection Program succeeded in preventing 113 vessels from entering the lake with visible invasive species, and many others that arrived at the lake not clean, drained, and dry, potentially carrying invasives not easily detected through visual inspection. This year there were multiple noteworthy AIS interceptions; one vessel with brittle naiad, one with quagga mussels, and one with hydrilla. These aggressive invaders could have caused serious, negative ecological and economic impacts had they been successfully introduced to Lake George.

NYS DEC continued to secure their launches (MDB, Mossy Point and Rogers Rock) during off-hours to help prevent uninspected launches. This strengthens the Commission's invasives prevention program and increases protection of the lake. The increase of inspection station hours at the DEC launch sites to manage the DEC gates added slightly to this year's staffing costs.

The Adirondack Watershed Institute-operated inspection and decontamination station at the Exit 18 northbound rest area on the NY I-87 Northway did not significantly reduce the number of uninspected boats arriving in the Lake George region. This year the Lake George program saw a total of 557 vessels arrive with ADK Clean seals from all the various Adirondack sites. That is roughly 5% of sealed vessels arriving at LGPC inspection stations. However, the Commission is optimistic that as time passes more boaters will become familiar with the Adirondack Welcome Center site and take advantage of its easy access and convenience and expects the number of boats arriving at Lake George with ADK Clean seals to increase annually.

This aquatic invasive species prevention / mandatory boat inspection program is successful because of the incredible support for it. The Commission gives special thanks to Governors Andrew Cuomo and Kathy Hochul, the Warren County Board of Supervisors, the municipalities of Queensbury, Lake George, the Village of LG, Bolton, Hague, and Putnam, and certainly our nonprofit lake-based partners including the Lake George Association and the Fund for Lake George. These entities provide the combined funding necessary to allow the Commission to operate this critical program every year.

The Commission strives to make the program as cost-effective and public-friendly as possible. Lake George still has the enviable position of having only a few invasive species in its crystal-clear waters, and with public support and community partnerships, we endeavor to keep it that way for generations to come.

Additional Acknowledgements

The Commission would like to recognize the considerable work the Vessel Inspection Technicians did this season under adverse conditions. These dedicated individuals are the backbone of this program and the face of the Lake George Park Commission for many of the visitors to this area. They deserve acknowledgement and the gratitude of all those who value a healthy Lake George.

The Commission would like to thank the Lake George Association for their help identifying the hundreds of samples collected by our inspectors. A special thanks to the NYS Natural Heritage Program's iMap Invasives team for its continued support of the Lake George Park Commission's integration with the WISPA Survey system. This system allows the Commission to participate in the New York statewide spread prevention efforts more actively.

Appendices

Figure 1: Total boater interactions by inspection station in 2021 including boats arriving without VICs, boats arriving with VICs, and exit inspections

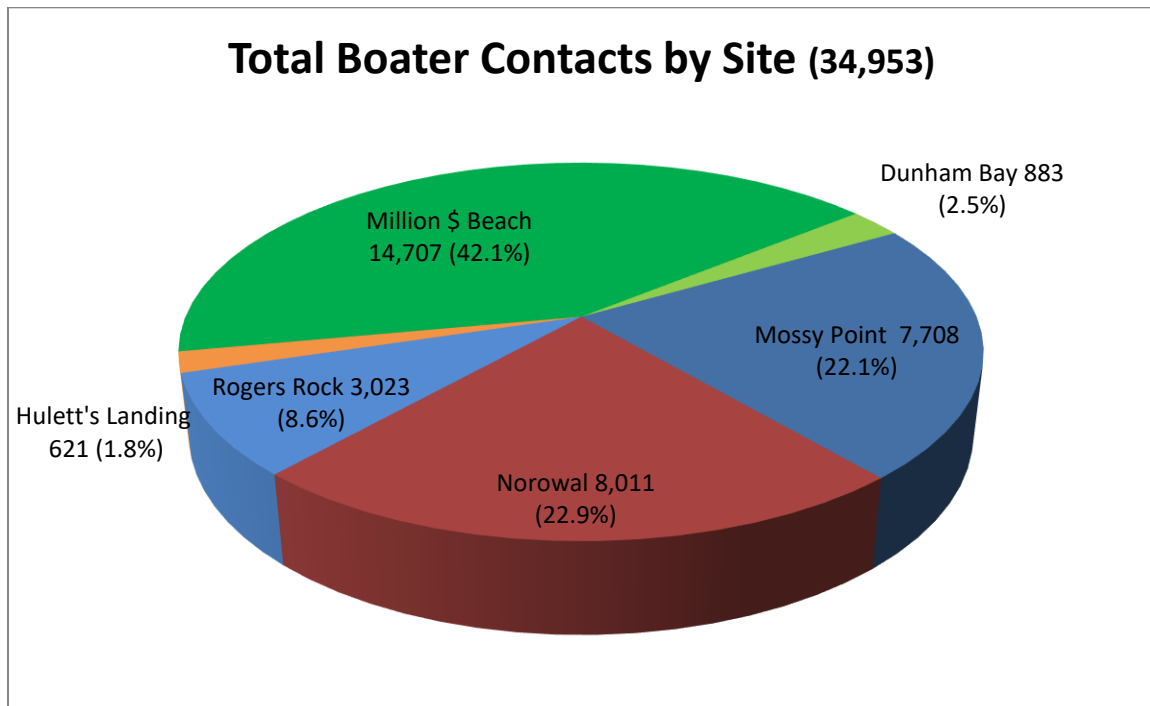


Figure 2: Total number of vessel inspections for boats arriving without VICs

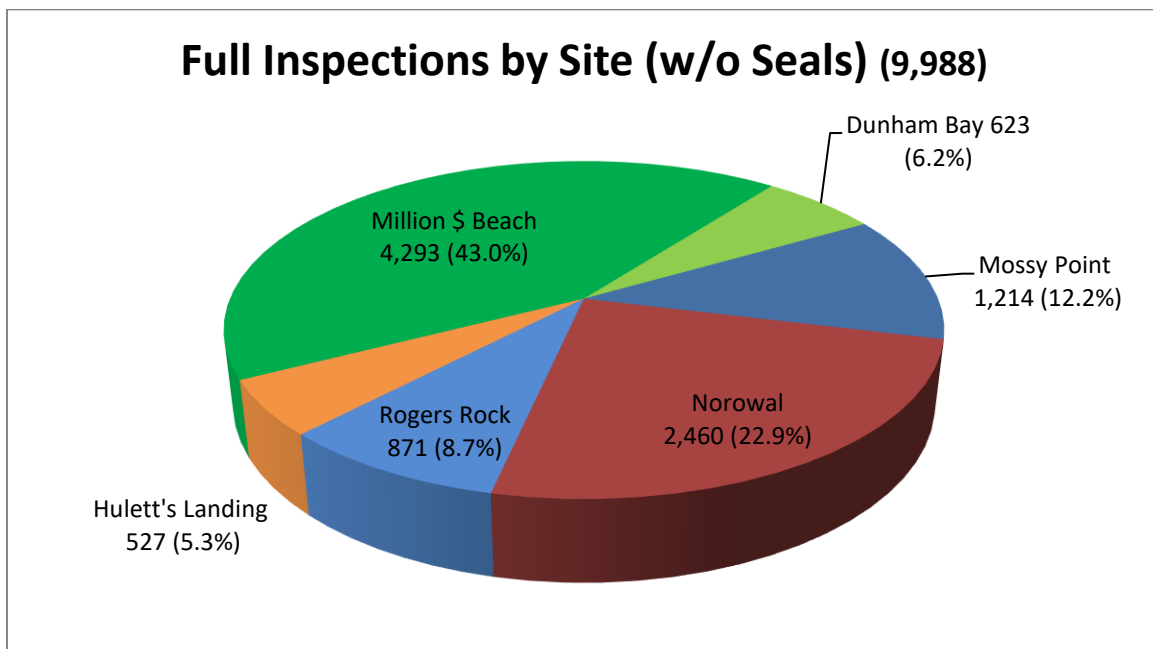


Figure 3a: Total number of vessel decontaminations performed each year.

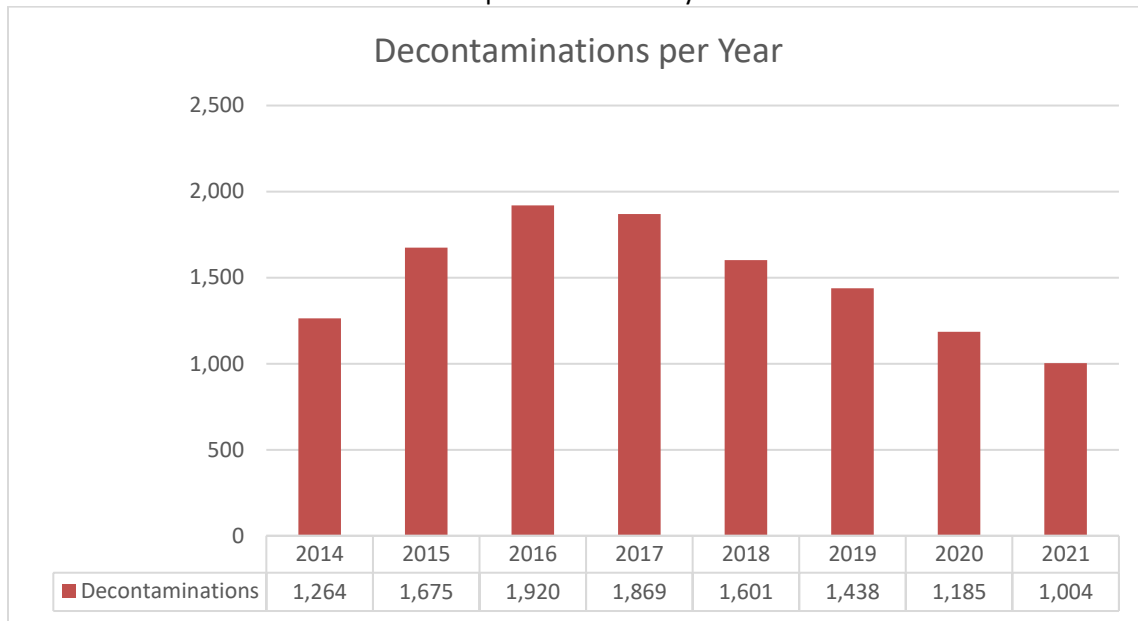


Figure 3b: Decontaminations performed at each site in 2021

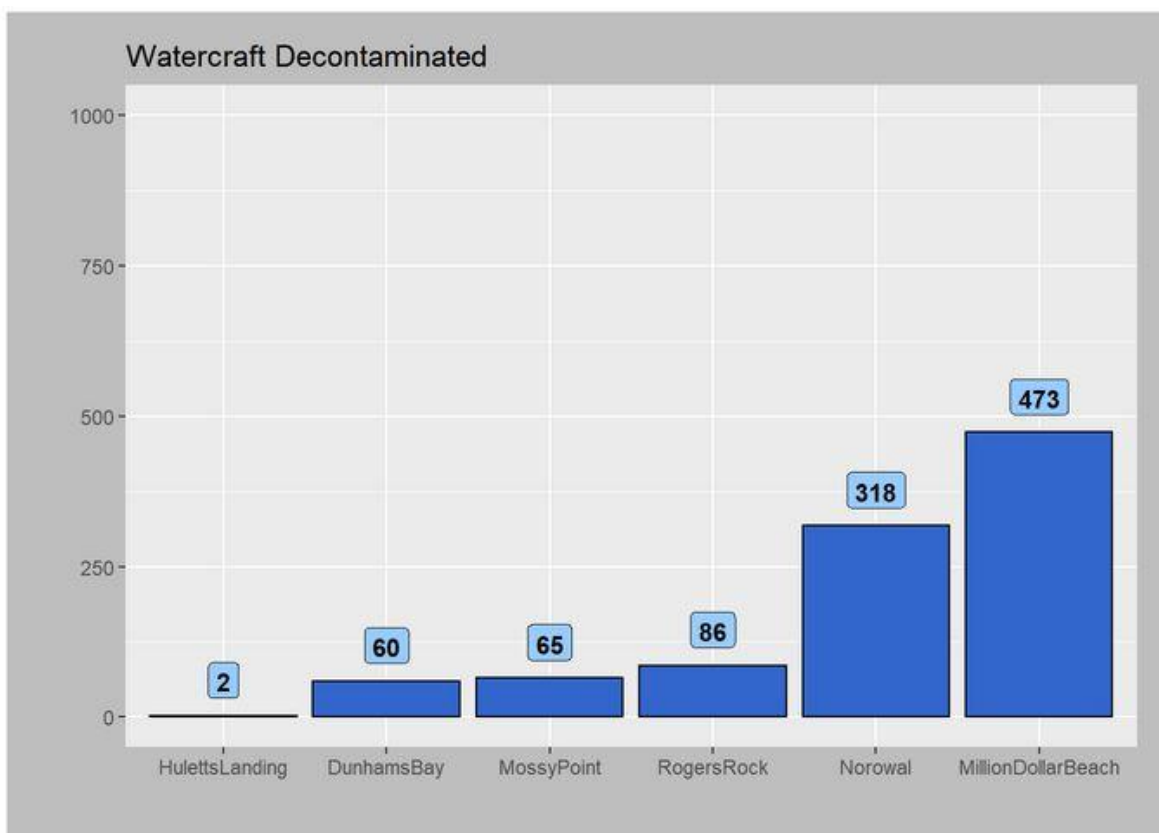


Figure 4: Total number of boats arriving at an inspection/launch site already inspected and sealed.

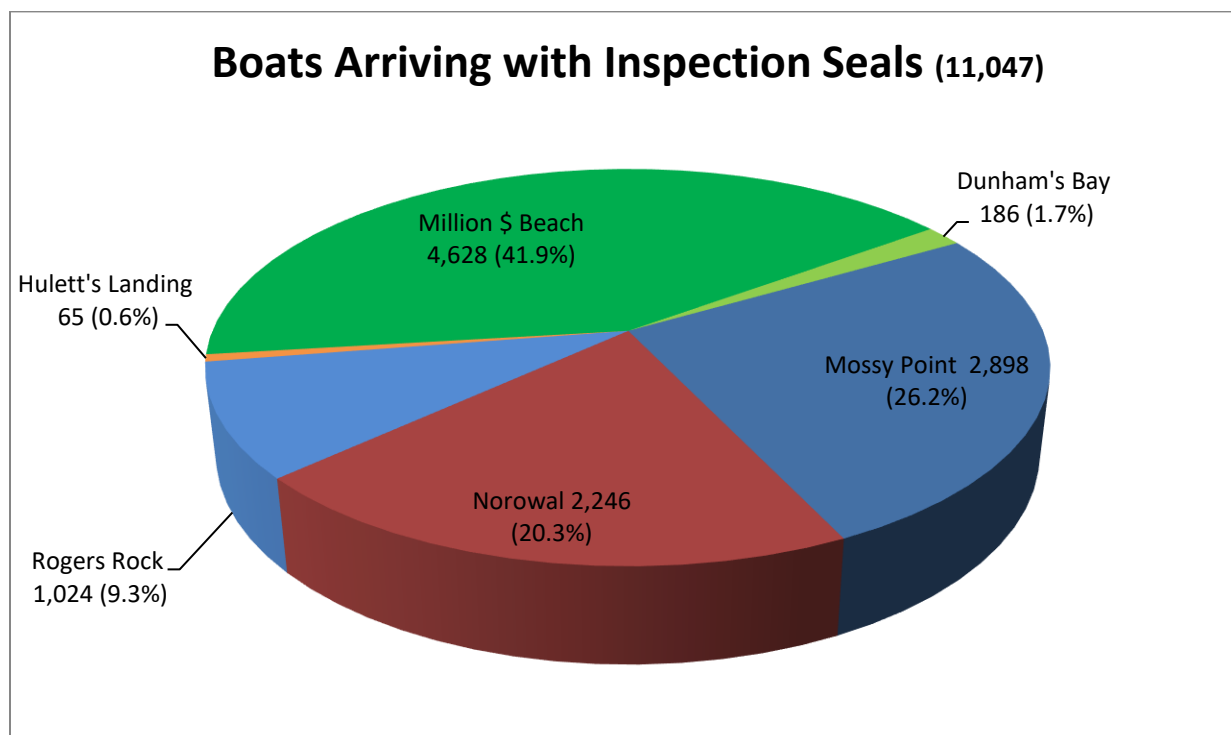


Table 6: Top ten waterbodies visited prior to arriving at Lake George in 2021.

Top 10 Waterbodies Visited Prior to Arriving at Lake George

Water Body		Number of AIS	Number of Watercraft							
			2021	2020	2019	2018	2017	2016	2015	2014
1	Hudson River	122	620	708	476	520	542	602	515	379
2	Saratoga Lake	4	406	493	294	429	371	386	375	279
3	Lake Champlain	51	347	323	290	284	320	281	251	203
4	Great Sacandaga Lake	3	242	308	227	242	270	272	263	196
5	Schroon Lake	3	236	257	179	196	204	196	204	114
6	Long Island Sound	Salt Water	198	220	313	320	311	253	246	124
7	Lake Hopatcong	3	224	214	110	211	222	216	197	185
8	Candlewood Lake	3	173	157	103	139	147	146	141	125
9	Connecticut River	4	151	141	121	109	129	124	127	91
10	Greenwood Lake	2	118	141	115	133	167	157	127	122

Figure 5: Shows peak season Inspection activity by day for all inspection stations combined. Peaks coincide with weekends and holidays.

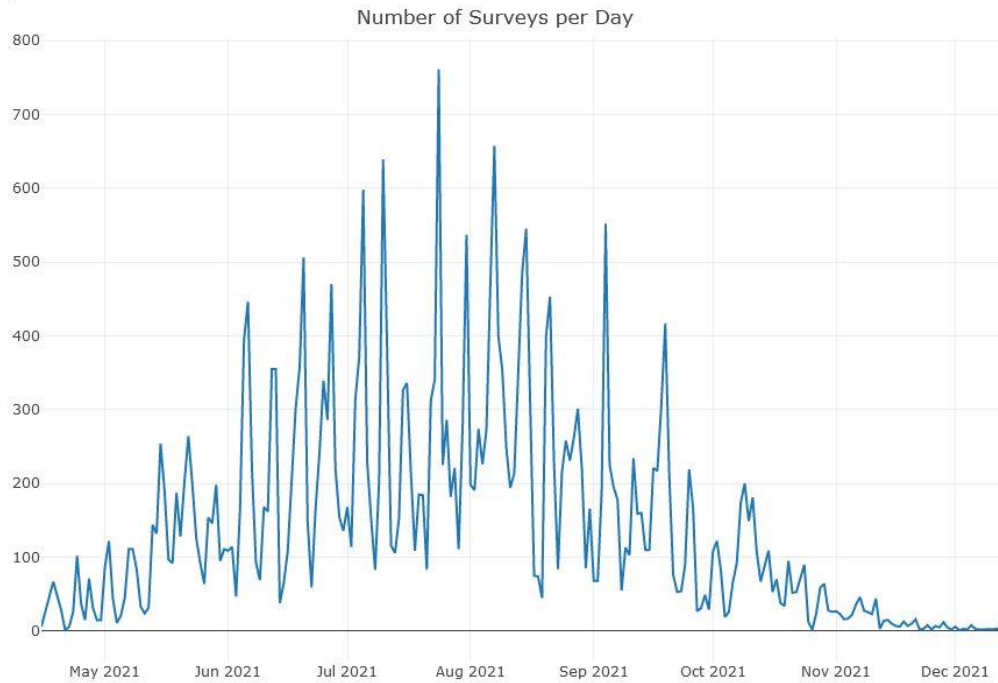


Figure 6: Temporal distribution of staff hours by week throughout the boating season. Weekly total staff hours for 2021 ranged from 43 to 1,136.25.

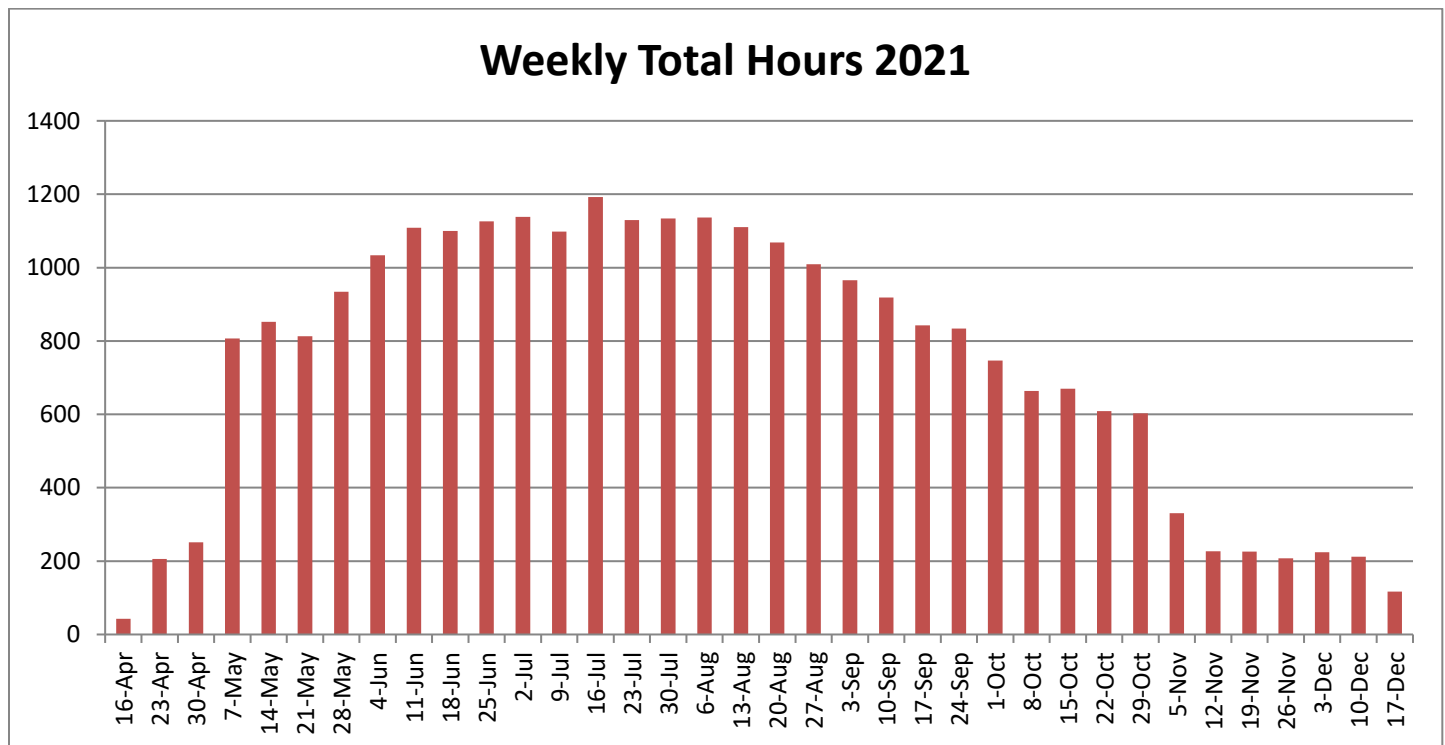


Figure 7a: Inspection activity at Mossy Point and Million Dollar Beach and Rogers Rock launches between April 15th and May 1st. (Decontamination was not available in November). MDB = Million Dollar Beach

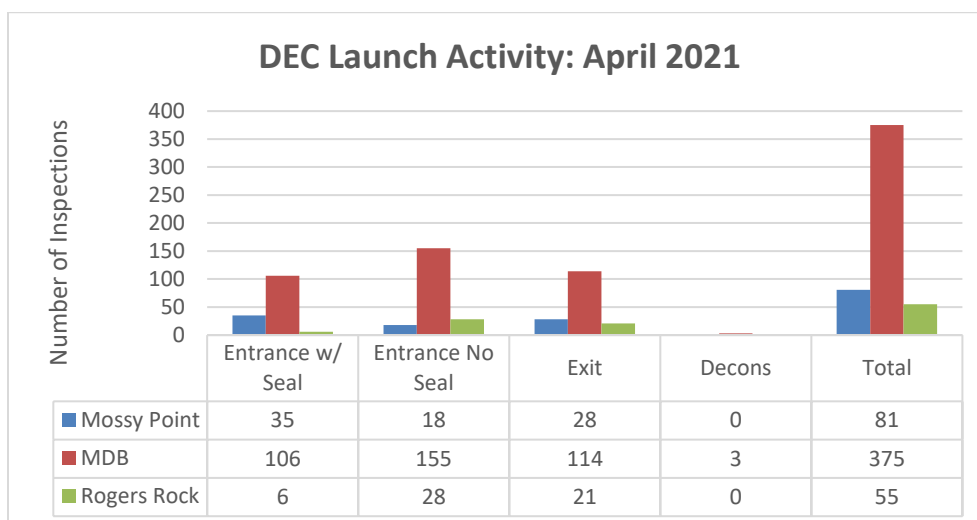
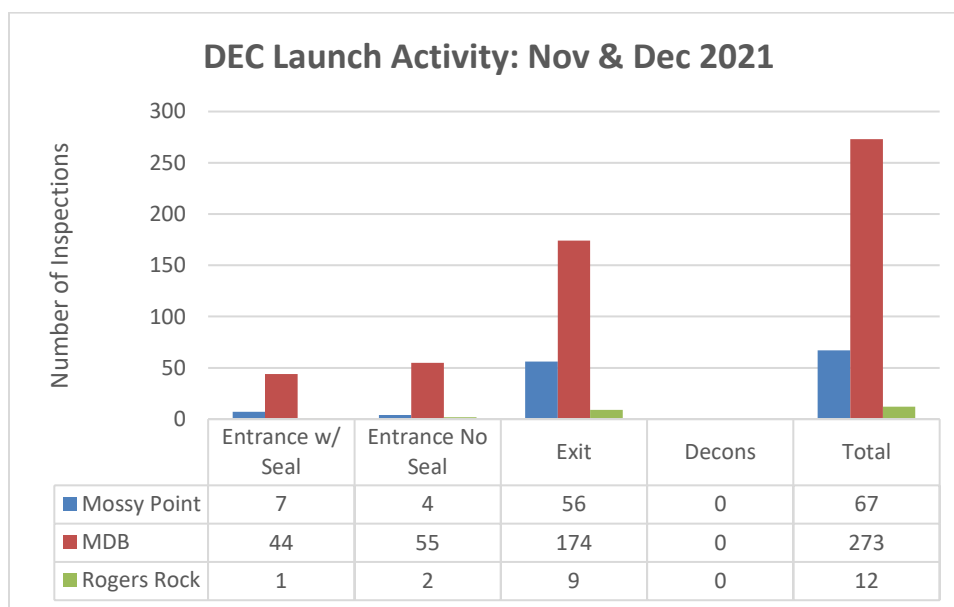


Figure 7b: Inspection activity at Mossy Point and Million Dollar Beach and Rogers Rock launches between November 1st and December 15th. (Decontamination was not available after November 22nd). MDB = Million Dollar Beach



END OF 2021 BOAT INSPECTION REPORT